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U.R.S. PUBLIC HEARING

November 18th, 2004.

Southtown Expo Center, Room 200 A and B.

(This portion includes 11 a.m. to 7:00 p.m.)

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CITIZEN: NAME. I live on XXXX
West 11400 South, in South Jordan.
I propose they do not
put a raised median on that intersection there which
would restrict me from going into my property from
either direction where I wouldn't have to make
U-turns, either in the intersection or further down
the street. And then also if I want to go the other
direction I could be able to do so without making
U-turns. That's it.

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CITIZEN: NAME.

We support No. 4. We don't want them to change 123rd, we have endured several years of a war zone, and they're still not done. We understand some of it is subject to change on the exit, so we want minimal changes on anything to do with 123rd at this time. We are done. Let us move out of state first. We have needed 114th to go through for probably 10 years. The people that are holding us up are costing everyone lots of money, and the traffic is horrendous, and development is being hindered because of whatever they're doing. We need this 114th to go through all the way from State Street to Bangerter, as proposed in No. 4.

Our telephone number is XXX-XXXX, our address is XXX XXXXXX Road, Draper, Utah. 84020.

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5 CITIZEN: My name is NAME.

6 I just -- I would

7 like to go with the plan No. 4 you have out there.

8 And I do not want you to widen 126th South, don't

9 widen it. It seems to be going fine just the way it

10 is. A new road is nice. I'm in favor of not doing

11 any more work on 126th South.

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CITIZEN: NAME.

I wanted it to go
on record, on Bangerter, I recommend on Bangerter we
have an acceleration or merge lane heading north and
south. I'm suggesting a light on 3600 and 114th
South. And possibly shaving the hill down off of
114th and 3600.

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CITIZEN: NAME. XXXX East
10300 South in Sandy.
Commenting on the
various alternatives presented in the E.I.S. I
would prefer Alternative No. 4. Basic reasons, I
have lived in this area now for almost 29 years and
have noticed and been a participant in the
congestion as it has continued to build up, and
foresee nothing but continued congestion going east
and west on 106th South and 114th South. And it's,
in my opinion, imperative for the growth that's
taking place in both South Jordan and continuing to
take place in Draper and Sandy, that the east/west
corridor of 114th South be built, and be built as
soon as possible, carrying it all the way out to the
Bangerter highway, which will also be impacted by
the Daybreak subdivision of Kennecott, which is a
4,600 development in acres, and thousands of
rooftops are going to create again additional
congestion with that east/west traffic and adding
just more and more traffic to that -- the existing

1 corridors. So I am definitely in favor of
2 Alternative No. 4 and in favor of Alternative No. 4
3 happening as soon as possible. Thanks.

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CITIZEN: NAME.

I am also in favor of
Alternative No. 4. I have been in the Sandy, Draper
area now for 10 years and been driving for 10 years.
But it's very congested, and I have noticed that the
congestion along 106th South, especially in the
South Jordan area, is very congested. And I think
that an on and off ramp on 114th South would be a
great alternative, and it would help decrease the
traffic along I-15, and also help with the east/west
transportation as South Jordan and the western
southwest area continues to grow. So.

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CITIZEN: NAME. I live in South
Jordan on 104th South, at XXXX South 3200 West.
I would just like to go
on record as expressing my concern about the number
of miles of road that is 106 feet or wider designed
for South Jordan. According to my interpretation of
the transportation plan, there is currently 34 miles
of road either in or designed to be within the
boundaries of South Jordan. That translates into 68
miles of South Jordan property that will face a road
of 106 feet or wider. And for a community that is
primarily an upper-socioeconomic level community
with primarily residential dwellings, that is, in my
mind, the kiss of death for families and
neighborhoods. The wide roads invite high-density
housing, low income occupants with high turnover
rates, they invite strip malls with high vacancy
rates, lots of open property with weeds. And
consequently the property would invite people more
inclined to have problems within society, especially
youth and gangs, therefore driving the security of

1 those who have made investments in the community to
2 raise their families down. Property values will go
3 down, and South Jordan as a community, that is one
4 of the most affluent communities in the entire
5 state, would be compromised severely. So my
6 recommendation is that Redwood Road be completed as
7 UDOT has designed, but that any road widening within
8 the boundaries of the community be held to no more
9 than 80 feet, to be painted as to accommodate as
10 much traffic flow as possible. But in looking at
11 the fact that in a week we have 68 hours -- that's
12 24 hours a day, 7 days a week -- only about 20 hours
13 a week do we have a transportation problem during
14 the period of time that we call rush hours. So
15 actually what we do is an overkill to accommodate
16 traffic at the expense of families and neighborhoods
17 for the remainder of the week. My feeling is that
18 we need to reestablish priorities, maintain our
19 communities and our neighborhoods and our families,
20 cut costs, unnecessary costs, for widening roads
21 beyond what they need to be. Unfortunately, that
22 only accommodates road builders and perhaps people
23 interested in building high-density houses and strip
24 malls. And once that's done and those people leave,
25 South Jordan has to live with what's left. And I

1 think that if the State is as concerned about cash
2 flow as I think it is, and rightfully should be, we
3 should cut costs wherever possible and, if
4 available, divert those costs into areas like
5 education.

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5 CITIZEN: NAME. XXXX South
6 Marco Polo Lane. My telephone number is XXX-XXXX.
7 We are just one
8 house off the proposed highway.
9 The home has
10 appraised for \$520,000. We were told when we got
11 that that it wasn't going to go any more than two
12 lanes, it showed us on the plans and everything.
13 And all of a sudden we are getting four-lane
14 highways. And it doesn't seem like we have a say.
15 And we were also told that our road on Marco Polo
16 Lane and -- by the developer -- would be blocked off
17 if that road came through. And from the way it
18 looks it's not going to be. So my concern is, I
19 don't want this proposed four-lane increase, I would
20 rather have a three-lane increase -- or not a three
21 lane, but the two lane. I think it was No. 3. And
22 I would like to see us not waste any more money
23 trying to do that right now and finish 106th and
24 124th instead of wasting all this money on this road
25 right now when we don't even know, can't do a study

1 without actually collecting data from the traffic on
2 the other highways. I think 106th needs to be done,
3 and 126th needs to be done, and 114th should be left
4 at two lanes. This has disrupted a lot of
5 higher-end homes that have no idea what we're going
6 to do. And we were told otherwise. That's my
7 stuff.

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CITIZEN: NAME.

We are for the -- we
approve the 114th corridor. What was it? No. 4.
Yes. Alternate No. 4.

CITIZEN: NAME.

I'm for Alternative
Route No. 4.

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5 CITIZEN: My name is NAME. I
6 live on 110th South and XXX East, in Sandy.
7 I have lived in this
8 area all of my life. In fact, I grew up on 114th
9 South, right in the area where this project is being
10 considered. And I have been absolutely amazed at
11 how much traffic there has been in the last 10 to 20
12 years. In fact, I sold my home on 114th South
13 because I couldn't get out onto the road. There was
14 too much backup, we couldn't get off our garage.
15 And as we have reviewed all of these statistics, and
16 we have been watching this project ever since they
17 began it, and the lawsuit that was foolishly put in
18 against it, we can't see any alternative that makes
19 much sense except Alternative No. 4. That's the one
20 that is the cheapest, it's the one that takes the
21 best care of the traffic congestion, and gives the
22 alternatives that are necessary to handle this
23 excessive gridlock that we have here every evening,
24 and especially late evening and early morning,
25 getting on and off the Interstate. And so for my

1 input I would sure recommend that Alternative No. 4
2 be considered. And I commend UDOT for the excellent
3 work they have done on the Environmental Impact
4 Study. And I think they have looked at every
5 possibility, as we look at it.

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CITIZEN: My name is NAME.

I use 114th quite
often, and yes I think that Alternative No. 4 is the
best way to go. I think that UDOT is doing a good
job so far and hope we can get this resolved before
too long. And I hope that Alternative No. 4 is the
one that gets chosen.

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CITIZEN: NAME.

As a taxpayer, I have been very discouraged and concerned about the amount of money that was wasted in having this lawsuit impacting UDOT after the project had started for one day and the bid was given and all of these things done. There have been several millions of dollars added to the cost of the project, and I think it would be well if that could be avoided in the future. I don't think the taxpayers of this County ought to have to stand still for that kind of nonsense anymore. I don't know what else could be done in the way of planning or trying to minimize impact on everybody, but also trying to solve the gridlock problems we have got. It's time some action took place instead of stalling tactics. Thank you very much.

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CITIZEN: NAME. I live at XXXX
West 11150 South in South Jordan.
And I would like --
me and my family would like you to put Alternative
No. 4 with the full interchange at I-15, and we are
kind of -- It's disappointing that it's not done
already because our traffic problems have been
terrible. And we don't know how the project got
delayed or taken off the statewide transportation
improvement program, but I think sometimes a few
people can overcome the majority. Most of the
people in the area are for the project and know that
we need the project. Looking at the construction
costs for the different alternatives as a taxpayer,
I also want Alternative No. 4 because it is the most
economical way to solve the flow of traffic, based
at 122 million dollars, compared to the other
project costs. So, thank you.

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CITIZEN: NAME and NAME. We live
in the 114th South 700 West area.
We utilize the vacant
ground that 114th South goes through, and we feel
like it's one of the last remaining natural habitats
that's remaining for the public to enjoy, especially
the people there in that neighborhood. And we
personally enjoy the wildlife, the deer, and the
geese and ducks that frequent the naturally
occurring spring that is there, not to mention the
fact that our horses actually live there. And we
just feel it's a tragedy to ruin a natural habitat
that the public enjoys. We feel like that the 3-A
option is the best option because it preserves that
area.

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5 CITIZEN: NAME.

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My biggest concern is
environmental factors. Willow Creek is in my
backyard. There is a mating pair of red-tale hawks,
their nest is right off 114th South. They had a
baby this year. Their baby hangs out on one of my
trees on a regular basis. I see a pair -- and I'm
assuming that since they're always together it's
a mating pair -- of great blue herons, and they fly
up and down the Willow Creek drainage. I have
flocks of pelicans, courmerans; all sorts of birds
being on the flyaway. I'm extremely concerned that
they are not giving either Willow Creek or the river
bottom the environmental protection that it needs
for the wildlife and the wetlands. I don't feel
that they have taken this into consideration
appropriately.

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My second concern
is safety. There are a lot of little dead-end roads
in that neighborhood, and lots of kids. And kids
are going to be trying to cross this huge highway

1 type of road, and their safety as cars come whizzing
2 down, I'm very concerned for. I'm also concerned
3 with the fact that they -- that this area, if you
4 were to go up into the mountains and look into this
5 area, it's one of the few areas that appear dark,
6 it's a big dark section. And nowhere else as you
7 look out throughout the valley area will you find
8 this void of light and noise. And their huge road
9 will increase noise and light pollution, and that
10 will affect not only the residential inhabitants,
11 but once again, the wildlife. And I think their
12 road is going to destroy it. I'm also very
13 concerned that I think that the total road cost from
14 the highway to, on their recommended version, all
15 the road costs, I have been told that the whole
16 project is estimated at about 145 million dollars,
17 and they only have about 30 million dollars
18 allocated, which will only take care of the
19 interchange. And once that interchange is in it
20 will be federally mandated that it must go through,
21 and you're going to see a huge enormous tax burden
22 on not only myself, but our area. And for a tiny
23 stretch of road. I know they have done some studies
24 and, per mile it's more expensive than what they
25 have put out for Bangerter. And for the amount of

1 people that are going to be using it, I think it's
2 an inappropriate use of funds. I do not support
3 that type of building and project, especially since
4 UDOT seems to like to put us over a barrel. They
5 give us a price and then once they set the price and
6 the project is started, they say, "Oh, it's not
7 going to be this price, it's going to be that
8 price." Then they hold us hostage over a barrel.
9 And I think that's very inappropriate for the
10 legislature to allow that to happen. I would also
11 like to say I support anything that doesn't have an
12 interchange on I-15 and does not cross the river.
13 So, I think that Alternative 3-A is an excellent
14 option.

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5 CITIZEN: NAME. I live near
6 114th South and 7th East.
7 I'm concerned about
8 the preferred Alternative No. 4, for two
9 reasons: First, it seems counter-intuitive to me
10 that adding a third freeway interchange in a
11 three-mile stretch will actually relieve congestion.
12 The increase in friction from on/off traffic within
13 such a short geographic span will simply increase
14 overall volume and frequency of accidents.
15 Second, I'm
16 concerned about the increased traffic on 114 South.
17 An addition of a freeway interchange will
18 necessarily increase traffic on this road, will also
19 increase the potential for business and industrial
20 build-outs along the road, and will degrade the
21 overall quality of life for those of who live in
22 close proximity. I believe that Alternative No. 7
23 addresses the real needs of the discontinuity of 114
24 South west of the freeway without the averse impacts
25 that I'm concerned about.

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CITIZEN: I think they should leave 114th South as it is. That's all. They will have 123 done someday and 106th, and that could carry the traffic. We have got a lot of animals and kids and too many people right now going too fast in front of the house right now in a 35 miles per hour. Also 15 years ago wetlands meant something, now they don't seem to. We have got the river, but that's just about it. We live close to 114th and 7th West. And traffic is thick enough as it is.

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CITIZEN: My name is NAME. I live
at XXXX West 11400 South.

And my concerns
with this proposal are, number one, we are going to
lose quite a bit of property when they widen towards
our house here (indicating), according to the
diagram we are losing quite a bit. And another
really strong concern is Waterside Road was
originally supposed to be closed, it was supposed to
be an electric gate for emergency vehicles only.
That's what UDOT told the developer, that he could
not use that for his development there, he had to
build a bridge across the canal further south and
further west, which is what he did. This was all
well and good. People started moving into the new
houses he built, the road was closed, emergency
access only. Then one of the residents, one of the
new residents, wanted it open, they didn't want to
drive all the way around across the canal and go out
that way, they knew somebody in the right place that
was able to pull strings and get the road opened.

1 One-way traffic only, supposedly, going southbound
2 off 114th. Well, nobody seems to notice that it is
3 one way, people go both ways, and it is an accident
4 waiting to happen. And we are afraid we are going
5 to be in it when it does happen because we are in
6 and out of there all the time, that is our access.
7 That's the only access we have. We have a right of
8 way to go in and out there, but nobody else does
9 have a right of way to go northbound on Waterside
10 Road. So if this proposal goes through we strongly
11 urge UDOT or the City or whoever is in charge to
12 close this Waterside Road back up, it should be
13 closed just like UDOT originally said. It doesn't
14 line up with 2200 West, so it should be closed and
15 there should be an electric gate there, like they
16 said, just for emergency vehicles to get through.
17 That is my main concern. It's just a safety hazard.
18 Alternative No. 4. From what I can see No. 4 is
19 what they're going to do. It seems pretty obvious.
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CITIZEN: NAME.

Our major concern
is because those roads do not line up, 2200 West and
our road, 2211, which is Waterside Road, they do not
line up. When we try to access our property it's
like every one runs the opposite ways on a one-way
street, we can't even get into the property
sometimes. I can't tell you how many times I have
almost been hit by people going the wrong way on the
one-way road. And it's just become such a hazard.
And I know people in our neighborhood, at least 12
of the people in that direct area, wanted the road
closed off. The City, after they said, "Well, it's
open now, it's going to stay open," regardless of
concerns of the neighborhood or the neighbors or the
people living there. And I just don't think it's
right that the City can just arbitrarily say "No,
you can't have it." And if UDOT takes over this
property and roadway, whose responsibility is it to
take care and make sure that this is not a deathtrap
like it's going to become. We were told by Kremer,

1 or Mr. Kremer, that Mat Christensen of UDOT Region 2
2 is the person that would take a look at this
3 development, or maybe even sooner, because if they
4 do take over and it becomes a UDOT or state highway
5 roadway, then they will be taking a look at this.
6 We just want to make sure it gets in the right hands
7 so that our concerns are addressed and that the
8 problems are taken care of before the road goes in.

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2 CITIZEN: NAME.

3 The other concern that I

4 almost forget about is the bridge crossing Jordan

5 River at 114th. I have done a lot of work in the

6 past few years down there restoring migratory

7 songbird habitat in an area. And it's really touch

8 and go for these species of birds we are trying to

9 preserve. If we have another bridge at 114th it's

10 going to just further impact these birds. We have

11 worked hard to try to promote their being able to

12 propagate here in this area.

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5 CITIZEN: NAME.
6 And I live at XXXX West 126th South, Riverton.
7 For the last two
8 and-a-half years you guys have tore up our property,
9 and I'm still trying to fight UDOT to get it
10 straightened around, and now you turn around and
11 tell me you're going to spend more tax dollars and
12 tear that all up and take my house. Well, for
13 nearly a year and a half, I turn around and they was
14 going to take my house, then they wasn't, and then
15 they went back, and finally they agreed on only
16 three feet of my property. If they do these plans
17 now, other than Alternate No. 4, they're going to
18 take my house again. I think this has put a lot of
19 stress on my family and all the people that live out
20 there. And we have put up with what's going on up
21 until now, and I think it's time that they turn
22 around and do Alternate No. 4 and do 114th South and
23 then finish 106th South to 104th and widen it, and
24 then they will have three main arteries going to
25 Bangerter, and also going out to the new housing

1 district that Kennecott owns out there. And why do
2 we need to widen 126th again? That's my question.
3 I mean, I would like to know why they're going to
4 waste the tax dollars they have already spent and
5 then tear up people's lives again. Because all of
6 us along 126th, we were put on the dilemma they was
7 going to take our houses, then they wasn't, then we
8 found out they're going to take it again. And we
9 just want to -- we would like to know why they
10 didn't want to spend all these extra tax dollars
11 when they have already done something. It's done
12 and completed, and it will serve for at least 10 or
13 to 20 years coming into Riverton. Plus there is not
14 that much in Riverton to go see, anyway. Leave my
15 house and property alone. I have had more than
16 enough. I would like a response. And my telephone
17 number is XXX-XXXX. Or a letter.

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5 CITIZEN: As a new neighbor to the 114th
6 area in Draper, my husband and I are very saddened
7 by the developments, the expansions, that it appears
8 the Department of Transportation, Federal Highways,
9 politicians, and developers want to impose upon us
10 in this pristine area. Draper is one of the last
11 pristine areas in the Salt Lake area. I remember
12 when I had moved here in 1976 all of the Draper area
13 was beautiful farmland. And when you drive under
14 the overpass at 126th-123rd South, you see carvings
15 depicting Draper, there is carvings depicting the
16 Draper that was, the farmlands, the open space.
17 Isn't it ironic that those pictures themselves may
18 be the last living memory of any open space in
19 Draper. For once 114th is developed, there will be
20 no more open space left in Draper. I also find it
21 but ironic, that a community who so respects family,
22 the community hasn't learned how to respect the
23 land. As I have spoken to many people who are both
24 for and against the expansion of 114th South and the
25 surrounding streets, so many people seem to say --

1 Well, people don't care if they're sandwiched in,
2 people don't care about leaving the river bottom
3 developed. I hear from developers and from folks at
4 DOT that people want to have convenience of getting
5 to their place of employment. I sometimes wonder if
6 they're speaking from their own personal opinions or
7 have they really spoken to the people who would like
8 to have quality of life here in Salt Lake City. The
9 people that I know, all my neighbors, people that
10 visit our area, people in the surrounding
11 communities, are very upset about how the developers
12 have sandwiched in all the homes and all the
13 developments one right next to another. They do
14 care. People would much rather buy property and
15 have a tree in their yard or a stream in their
16 backyard or a mountain to view than have a highway
17 next to them. This particular area has already
18 endured developments on 106th South and 123rd-126th
19 West. There is really no good reason to develop
20 114th South. If the DOT was being honest with
21 you -- and I have to ask myself, are they? -- they
22 would tell you that the real reason they're wanting
23 to develop 114th South is to bring traffic from the
24 Kennecott, Herriman area to the center of the valley
25 and then downtown. This is an issue for people who

1 live around 8400 South on the west side. This issue
2 of their transportation from west to east to north
3 to south, is there issue, it doesn't have to come
4 through our backyard. It doesn't need to pollute
5 the wetlands, it doesn't need to destroy the minimum
6 amount of wildlife that we happen to have left in
7 and along the Jordan River area. It would be so
8 easy for the DOT to repair and fix up the Mountain
9 View Corridor. For those of you who don't know of
10 what I speak, there is an existing byway that does
11 run north and south along the westerly mountains, it
12 is called the Mountain View Corridor. The
13 Department of Transportation refused to fix it. It
14 would be so easy for them to expand in this area
15 without developing 114th South and ruining the
16 thousands of lives that will definitely be affected
17 along 114th South. Not only will they develop 114th
18 South, but every single side road that stems out of
19 from 114th will now double in size. It only seems
20 logical for them to take Mountain View Corridor, put
21 the money there, fix it up, extend it down to 21st
22 South, which has already been developed, and use
23 that as their new corridor. There will definitely
24 be a negative impact economically for all of us who
25 own homes along 114th South and within a mile of

1 114th South. Our homes will devalue, commercial
2 properties will develop.

3 Other issues that we
4 believe have not been heard is the negative impact
5 114th South will have on pollution in the area, the
6 noise in the area, not to mention crime. It is well
7 known that criminals prefer to invade areas and
8 neighborhoods that have easy access. Every single
9 home that is now within blocks of every entrance
10 along 114th South will be subject to an increase in
11 crime. And where is the Corps of Engineers? Do
12 they no longer care about the wetlands in this area?
13 The Salt Lake City area has one river, and one river
14 only, to take care of, and they're doing a horrible
15 job of it. First they brought in the Jordan River
16 Parkway, for those of us who enjoy it, it's a
17 delightful parkway. But with this parkway and parks
18 have come more development of condos in the area.
19 As we speak right now they are trying to develop
20 another waterworks sewer project at approximately
21 13600 South. Now they will add the bridge over
22 114th South, they've already got one at 106th South,
23 the one over 123rd South. There will be little
24 left. There will be little area left for the
25 migration of birds along Salt Lake City's only

1 migratory path. For those of us over the years who
2 have enjoyed living in harmony with the birds and
3 animals within the wetlands area, we have noticed a
4 significant decrease in population of specific
5 wildlife species. We have noticed an assault upon
6 the animals in this area. We see the birds that
7 have been shot with arrows, the deer, that does from
8 time to time meander and find their way to the river
9 bottom, run over and shot. What has happened to
10 living in harmony with one's environment? You don't
11 have to develop every single solitary little bit of
12 space. Leave open space, learn to live with it,
13 embrace it. For once it's gone you will never get
14 it back.

15 Rumors abound
16 within the neighborhoods of 114th South. We are
17 hearing rumors that many politicians are in bed with
18 the developers of the commercial areas in, on and
19 around 114th South, Lone Peak Parkway, and State
20 Street. These rumors are probably closer to home
21 than any of us know. The first thing the Department
22 of Transportation should do in the development of
23 any area is look for collusion. We strongly suspect
24 that those who own the commercial property within
25 the area have for many years been in the back

1 pockets or vice versa of the local politicians and
2 the DOT. The development of 114th South was
3 probably first discussed in the back rooms of those
4 in collusion. There is probably very little any of
5 us can do to stop this heinous project. We all know
6 the all mighty buck is what motivates people these
7 days. How sad. That's it. Signed, a concerned
8 neighbor in Draper.

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CITIZEN: NAME, and NAME.

Briefly, we have property on 114th South and 3rd West -- 3rd and 4th West. And we are -- We think this has gone on way too long and it needs to go forward, and quickly. We really wanted to build on 114th South 10 years ago, but when we heard about the freeway we decided that, no, that's not the place to build, so we have been kind of waiting to see what's going to happen and whether we should build there or whether we shouldn't. But it's right on 114th South. And we are in favor of No. 4., Alternative No. 4, completely in favor of it. Okay. Because we figure it's absolutely necessary.

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CITIZEN: NAME

For the record, I
am a member of what was called the T.I.E, group,
which stands for Transportation ID Exchange group.
It was formed by UDOT approximately one year ago
with the intent of gathering interested individuals
that have some knowledge and input regarding the
114th South process, wherein they might be able to
provide feedback, ideas, exchange ideas, and help
UDOT in the process of making the best possible
decision. As such, as a member of that group it
gave me the opportunity to have in-depth knowledge
and understanding of the studies, the comments
leading up to those studies, the UDOT approach,
their intent, and all of the parameters that would
give rise to the final decision. I found it a
frustrating experience. I have expressed my
concerns to UDOT on numerous occasions and they have
largely ignored and rejected the input. So for the
record, I would like to express some of the things I
have been concerned about.

1 I think my first
2 and largest concern is related to the geography of
3 the property between 1300 West and Chapel View
4 Drive. And, for the record, 1300 West is a road
5 that is on what's called the Ridge, and Chapel View
6 Drive is a road just east of 1300 West, which is at
7 the bottom of the Ridge. So the proposed 114th
8 extension, which currently terminates at 1300 West,
9 would have to proceed eastbound down the Ridge and
10 then cross Chapel View Drive, that would be the
11 first crossing below the Ridge area. The other
12 major roads that perform this feat are 9800 South,
13 104th South, and 123rd South. And it should be
14 noted that each one of these roads traverses
15 southbound, as they go down the hill they also go
16 along the hill, so 9800 South becomes 100 South. In
17 other words, it goes two blocks south to make the
18 drop. 104th South becomes 106th South, 123rd South
19 becomes 126th South. So in each case we have at
20 least a two to three block southbound drop before it
21 actually gets to the river bottom area. The reason
22 that this is important is the fact that a road
23 designed to UDOT standards cannot be a road that has
24 more than a six-percent slope. And each of these
25 other roads in order to hold back to just the six

1 percent level have to actually go sideways down the
2 hill as they go down the hill, and that's how they
3 accomplish the six-percent grade. In the case of
4 114th South nobody in the preliminary stage took the
5 effort to establish the neighborhood area such that
6 they could eventually go from 114th South to, let's
7 say, 116th South and accomplish the same gentle
8 slope. In other words, the slope that they have to
9 work with currently is a 20-percent slope. So given
10 that they have a 20-percent slope, there is only one
11 way that you can tame a 20-percent slope, and that
12 is to either build the slope up at the bottom so
13 that it doesn't come off the hill so quickly, or cut
14 into the hill at the top; or a combination of the
15 two. Because of the extreme 20-percent slope, UDOT
16 finds itself in a position where it has to do the
17 maximum cuts at the top and the maximum fills at the
18 bottom. Besides the fact that that leaves a very
19 unsightly challenging road and expensive design, it
20 also heavily impacts the aesthetics of what right
21 now is a very lovely neighborhood. In addition to
22 that, the developers were never held accountable by
23 South Jordan City as they developed the new homes in
24 the area over the last six years. Literally all of
25 the housing in this neighborhood is less than

1 approximately six years old, the neighborhood has
2 been the host of the Parade of Homes in five of the
3 last six years, and we have homes on the north side
4 of 114th South that are physically in elevation with
5 what the prevailing grade is, about 50 feet above
6 the level of the homes in the south side of 114th
7 South, both being at the same east/west latitude.
8 So as they build the road they will find themselves
9 making tremendous cuts so that the home on the north
10 side has to look way down the hill on the road, and
11 the home on the south side gets to look up at the
12 very large sound wall that might be as high as 25 or
13 30 feet above the grade of their backyard. Not only
14 that, but they're going to have to put in some
15 berming so that the whole thing doesn't cave in on
16 the neighbors, and that will cut into the backyards
17 and significantly diminish the value of the
18 neighborhood. And I have -- I have photographs that
19 have been furnished to UDOT. We held a neighborhood
20 meeting with UDOT. And, in fact, a photograph of
21 our neighborhood meeting was actually put into the
22 official document that was used as a mailer to
23 announce this meeting. And the discussion in the
24 document would lead one to believe that it was a
25 group of happy neighbors that were all in favor of

1 the project, when in reality 90 percent of the
2 people in that meeting were very much opposed to the
3 project. At that meeting we handed out several
4 pictures -- and I will show those to the court
5 reporter, he can be my witness for what I'm showing.

6 First of all, this
7 is a home located on Chapel View Circle
8 (indicating), the back of the property is bordering
9 on 114th South, it is the third home in the
10 cul-de-sac from Chapel View Drive, and it's a
11 rambler construction. In the photograph there is a
12 tall measuring stick, and the measuring stick is
13 being held upright by the UDOT engineer, who is
14 present at this meeting tonight. I can point him
15 out to you, he's right behind me (indicating). If
16 you would like to make a note of that, that we are
17 talking about the same individual. And I think you
18 can see a clearer shot. That's the same guy we're
19 talking about. He is holding a stick that is
20 showing the ultimate grade of 114th South including
21 an eight-foot sound wall. And, for the record, at
22 this particular home the stick is approximately six
23 feet taller than the gable or ridge line of the
24 home, and from the prevailing grade it would appear
25 to be at least 24 feet in height.

1 I have another
2 photograph taken on -- The house just mentioned was
3 on the south side of the street. I have another
4 photograph taken from the north side of the street,
5 the house on the north side of the street. And it's
6 not entirely clear what the height of the road is
7 compared to the house, because the house is actually
8 built below grade. And looking at the photograph,
9 it suggests that the prevailing grade is close to
10 the floor level of the second story of the home, but
11 the measuring stick is several feet above the top of
12 the ridge line of a two-story home. And this is the
13 kind of sound wall that UDOT is proposing that an
14 upscale home would have in their backyard.

15 The third
16 photograph that I have shows a home located on the
17 corner of Chapel View Drive and 114th South. The
18 home is on the northeast corner; or in other words,
19 the east of the -- the east side of the backyard
20 faces 114th. And the -- Excuse me. I said that
21 wrong. The south side of the home faces 114th, and
22 the east side of the home faces Chapel View Drive.
23 And you will note the same UDOT engineer is holding
24 the measuring stick. The stick is being placed on
25 each one of these cases as surveyed measuring points

1 that UDOT cut on the survey to find out exactly
2 where the road would need to go. And it would
3 appear the height of the engineer holding the stick
4 is approximately one third the height of the total
5 stick. So the stick is between 18 and 20 feet from
6 grade, of which eight feet is sound wall, so
7 approximately 10 to 12 feet would be the level of
8 the roadway. Well, that's the level of the roadway
9 at the point where Chapel View crosses 114th South,
10 which means that Chapel View would have to become a
11 dead-end drive because it physically can't cross a
12 road that's currently above its elevation. I find
13 it unconscionable that UDOT would continue to
14 proceed on a project where we are going to have such
15 tremendous sound walls as high as 25 to 30 feet
16 through a neighborhood of upscale nice residential
17 homes.

18 Second point. UDOT has
19 always represented to South Jordan that 114th South
20 would be a secondary road when compared to 106th
21 South and 123rd South. However, the progress of
22 that project would suggest just the opposite, that
23 114th South indeed is going to be a limited access
24 road where you can only access the road from actual
25 intersections, whereas 106th and 123rd both have

1 commercial activity that allows access freely at any
2 one of the commercial extensions. As such, under
3 the circumstances limiting the access road will
4 actually give the possibility of higher speed limits
5 than what we now find at 106th South. When this
6 happens you will actually see more traffic on 114th
7 than what you would usually see, or in the future
8 would see on 106th South. I would suggest the speed
9 limit would be at least 45 miles per hour, whereas
10 in South Jordan, I believe, the speed limit would be
11 only 35 miles per hour. So we will have a 45 miles
12 per hour express road with four lanes of traffic
13 through a residential area. There is nothing else
14 like that in the valley.

15 Third point. The area
16 in the river bottoms is populated with approximately
17 120 homes. In those 120 homes there are 200
18 children below age 12, of which 50 are below age
19 three. A brand new elementary school has been built
20 in the neighborhood, Chapel View Drive is currently
21 a bus stop for this elementary school. We have
22 tremendous concerns for the safety of so many small
23 children and very young families that are still
24 continuing to have children. So for many years in
25 the future this would be a very young neighborhood

1 populated by a lot of small children. At this point
2 in time we have not had adequate assurances or
3 design suggestions that will accommodate the safety
4 of these many children.

5 Finally, in the
6 course of our many discussions with UDOT, there were
7 other alternatives that were discussed, some were
8 even better performing than 114th South, but
9 rejected for cost reasons. One of the studies that
10 I asked UDOT to produce, that they never did
11 produce, was a study that showed the current status
12 of failed intersections in the quote-unquote study
13 area. For reasons that I can't explain, UDOT
14 refused to ever discuss the current situation and
15 they would only discuss the expected situation in
16 the year 2030. My concern is if we do not currently
17 have a problem, why are we currently impacting a
18 neighborhood for something that might be a problem
19 in the year 2030.

20 Finally, I have
21 visited with the City of South Jordan at some
22 length, and they produced a proposed arterial road
23 plan. The arterial shows a very benign roadway with
24 tree-lined sidewalks, 18-foot boarder areas,
25 tree-lined medians, decorative street lamps, all of

1 which would roughly comport with the existing design
2 that is found on the riverfront parkway. If such a
3 design were indeed possible the road might be
4 acceptable. However, given the extreme terrain that
5 was discussed earlier, the fact that the road would
6 be on a 20-percent grade, that that grade needs to
7 be tamed down to six percent or less, and that the
8 neighbors on the north side of the road are at a
9 significantly different elevation than the neighbors
10 on the south side of the road, the design
11 contemplated by the City of South Jordan is
12 physically impossible. The road that will get built
13 is one that will have, as I mentioned, very tall
14 retaining walls, significant berming, one new home
15 in the neighborhood will have it's garage removed
16 because there won't be adequate ground for the
17 garage to stay in place. That particular home was
18 built only this last summer. I question why the
19 City of South Jordan would continue to permit homes
20 is such a fashion knowing that this road was a
21 desired feature of the City of South Jordan and
22 their obviously expressed desire to see it get
23 built. Why would they allow a permit that would
24 make the road so difficult to build?
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2 CITIZEN: My name is NAME. XXXX

3 West 11875 South.

4 I have lived in Riverton

5 since 1985. When we purchased our property in

6 Riverton we knew that 114th was coming through, and

7 we made our plans accordingly. And we have been

8 disappointed that it's taking this long for the

9 State to finally act on this. We are in favor of

10 Alternative No. 4 for several reasons. Number one,

11 it's the least impact on the community, when you

12 look at all the other options. Number two, it's the

13 best east/west alternative at this end of the valley

14 between 123rd and 106th. I know that the people in

15 the subdivision -- I live in the subdivision right

16 next to 114th will come through, and those people

17 all bought their lots realizing that 114th would be

18 built there, and their land prices were adjusted way

19 downward because they knew 114th was going to go

20 through. And now they're the ones really fighting

21 this. So it's a disappointment that it was there on

22 the master plan and everyone would have known about

23 it, if they had done their homework. We need

24 another access there to the freeway because of the

25 congestion, and as Herriman develops, more traffic

1 is coming down 123rd and 106th, and so that's why
2 Alternative No. 4 with the freeway entrance is just
3 a necessity, and in modifying 106th and 123rd off
4 and on ramps. So Alternative No. 4.

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1 STATE OF UTAH)
) ss.
2 COUNTY OF SALT LAKE)

3 I, CHARLES T. GILBERT, Registered
4 Professional Reporter and Notary Public for the
5 State of Utah, certify:

6 That the foregoing PUBLIC HEARING was
7 taken before me pursuant to Notice at the time and
8 place therein set forth;

9 That the opinions of the opinions of
10 the Citizens made at the time of the examination
11 were recorded stenographically by me and were
12 thereafter transcribed under my direction;

13 I FURTHER CERTIFY that I am neither
14 counsel for nor related to any party to said action
15 nor in anywise interested in the outcome thereof.

16 IN WITNESS WHEREOF, I have subscribed
17 my name and affixed my seal this 23rd day of
18 November, 2004.

19

20

21 CHARLES T. GILBERT, RPR
Notary Public in and for the
22 County of Salt Lake, State of Utah

23 My Commission Expires:
24 April 25, 2008.

25